

THE WHITE FROST

A Refrigerator that is recognized the country over as the acme of SANITARY PERFECTION. One is often led to inquire, is there a Perfect Refrigerator made? Is there a Refrigerator on the market that is strictly sanitary in every respect? Our answer is---YES! THE GREAT WHITE FROST REFRIGERATOR

WHY?

BECAUSE IT IS A METALLIC REFRIGERATOR MADE ENTIRELY OF GALVANIZED SHEET STEEL, WITH SOLID BRASS TRIMMINGS.

BECAUSE THERE IS NOT ONE STICK OF WOOD AS LARGE AS A TOOTH-PICK CONNECTED WITH IT IN ANY MANNER.

BECAUSE IT IS COATED WITH WHITE ENAMEL INSIDE AND OUT (EXCEPTING ICE CHAMBER.)

BECAUSE, AFTER IT HAS BEEN COATED WITH SAID WHITE ENAMEL, IT IS PLACED IN AN OVEN OF HIGH TEMPERATURE AND THE ENAMEL THOROUGHLY BAKED ON.

BECAUSE IT IS CYLINDRICAL IN FORM, AND HAS NO NASTY CORNERS TO DIG OUT.

BECAUSE STEEL, WILL NOT SHRINK, SWELL, WARP OR DECAY.

CONVENIENCE.

IT IS THE HANDIEST REFRIGERATOR MADE.

WHY?

BECAUSE IT HAS REVOLVING SHELVES, GIVE THEM A LITTLE TURN AND YOU BRING EVERYTHING TO THE FRONT. NO



"Oh, Bob! Buy me a 'White Frost,' the best refrigerator made."

REACHING OVER A PITCHER OF MILK OR JABBING THE SLEEVES INTO A DISH OF BUTTER.

BECAUSE THE SHELVES ARE ADJUSTABLE. THEY CAN BE RAISED OR LOWERED INSTANTLY.

BECAUSE THE SHELVES ARE REMOVABLE AND CAN BE TAKEN OUT ENTIRELY FOR CLEANING.

BECAUSE THE SHELVES ARE MADE OF WIRE ELECTRICALLY WELDED AND BEAUTIFULLY TINED, THEY ARE LIGHT AND STRONG, WITH NO SURFACE TO CATCH THE DRIPPINGS FROM A DISH THAT MIGHT BE ACCIDENTALLY OVERTURNED. THEREFORE THEY ARE ALWAYS CLEAN.

QUALITY.

OUR MOTTO HAS BEEN NOT "HOW CHEAP," BUT "HOW GOOD" CAN WE MAKE THEM. NOTWITHSTANDING ALL THIS, THEY ARE PRACTICALLY NO HIGHER IN PRICE THAN THE COMMON WOODEN REFRIGERATORS AND MUCH CHEAPER AND MUCH BETTER THAN THE TILE AND GLASS LINED REFRIGERATORS.

INSULATION.

THEY ARE PROVIDED WITH 1 1/2" AIR SPACE BETWEEN WALLS, WHICH IS THOROUGHLY INSULATED WITH "AEROFELT" AND MALTHA. "AEROFELT" IS A QUILTED FIBRE OF NON-CONDUCTING PROPERTIES SO SUPERIOR TO ANY OTHER INSULATION KNOWN THAT IT MAKES THE WHITE FROST THE ACME OF PERFECTION FOR THE PURPOSE OF REFRIGERATION.

TEMPERATURE.

THEY ARE GUARANTEED TO MAINTAIN AS LOW A TEMPERATURE AND AS DRY AN ATMOSPHERE IN THE PROVISION CHAMBER AS ANY REFRIGERATOR MADE.

ECONOMY.

OWING TO PERFECT CIRCULATION, AS WELL AS THOROUGH INSULATION WITH "AEROFELT" AND MALTHA, THEY ARE GREAT SAVERS OF ICE AND WILL KEEP THE TEMPERATURE FROM FOUR TO SIX DEGREES COOLER IN THE PROVISION CHAMBER THAN THE AVERAGE REFRIGERATOR. THEREFORE THEY APPEAL TO EVERYONE EXCEPT THE ICE MAN.

MERIT.

THEY HAVE BEEN ON THE MARKET FOR FIVE SEASONS AND HAVE MADE EVERLASTING FRIENDS WHEREVER INTRODUCED. THE FACT THAT DEALERS IN EVERY TOWN ARE CLAMORING FOR THE AGENCY IS PROOF CONCLUSIVE OF THEIR MERIT. NOTWITHSTANDING ALL THIS WE ARE STEADILY MAKING IMPROVEMENTS. THE LATEST SERIES HAS MANY ADVANTAGES OVER OUR FORMER PRODUCTION.



APPEARANCE.

BEING FINISHED IN EITHER PURE WHITE OR GOLDEN OAK. AS DESIRED, THEY REALLY MAKE A VERY HANDSOME PIECE OF FURNITURE. IN FACT THEY ARE ALMOST TOO HANDSOME TO PLACE IN THE REAR OF THE HOUSE, AS THEY WOULD CERTAINLY ADORN ANY PARLOR.

TRIMMINGS.

THEY ARE MOUNTED ON ROLLER BEARING CASTERS AND ARE VERY EASY TO MOVE FROM ROOM TO ROOM. THE LOCKS, HINGES HANDLE ARE OF HEAVY POLISHED BRASS AND VERY ORNAMENTAL.

DURABILITY.

BEING MADE OF GALVANIZED SHEETS AND HEAVILY ENAMELED, THEY CANNOT RUST OUT AND THEY CANNOT WEAR OUT. THEREFORE, BARRING FIRES AND EARTHQUAKES, WE CAN SEE NO REASON WHY YOU SHOULD BE COMPELLED TO BUY A SECOND ONE UNLESS YOU ATTAIN AN AGE GREATER THAN THAT OF METHUSELAH.

This is what we call a Sanitary Proposition in every sense of the word. Does it not appeal to you in that way? all at Our Store in the Young Building and let us show you

Coyne Furniture Company, Ltd.,

YOUNG BUILDING

HONOLULU

SAYS TAFT'S PLAN VIOLATES TREATY WITH GREAT BRITAIN

WASHINGTON

NEW YORK, September 7.—The Herald today publishes the following cablegram from Paris: General J. Warren Keifer, once speaker of the House of Representatives and major general in the Union army during the civil war who is in Paris on his way to America after attending the inter-parliamentary congress in Brussels last week, explained to the Herald correspondent yesterday his position regarding the question of the fortification of the Panama canal.

"Let me state at the outset," said General Keifer, "that the United States cannot fortify the Panama canal without breaking treaty obligations with Great Britain. At Brussels I made this statement before the assembled delegations from parliaments of various powers. My proposition opposing the fortification of the canal received general approbation.

"The question of the fortification of the canal has been brought up by Mr. Roosevelt, who in his speech made at Omaha, Neb., took a stand that puzzles me, for reasons which I will explain.

"In 1900, when the question arose of a new treaty between the United States and Great Britain, superseding the Clayton-Bulwer treaty of 1850 John Hay, then secretary of state, and Lord Pauncefote, acting for Great Britain, drew up a treaty which was submitted to the Senate for ratification by Mr. Roosevelt, then President.

"This treaty, in February, 1901, expressly prohibited the fortification of

the canal. It was accepted by Great Britain but the United States modified it by striking out the anti-fortification clause. Great Britain promptly repudiated this, and consequently the projected treaty failed. Relations between the two countries were thrown back upon the provisions of the Clayton-Bulwer treaty.

"The treaty actually in force is that of November, 1901, drawn by Mr. Hay and Lord Pauncefote, which supersedes the Clayton-Bulwer treaty. It expressly forbids the fortification of the Panama canal in terms similar to those of the Suez canal treaty of 1898. It was presented for ratification to the Senate by Mr. Roosevelt himself, who then must have approved its provisions.

"This treaty, which was accepted by both countries is now in full force. The fact that Mr. Roosevelt advocated the treaty of November, 1901, causes me to wonder at his present attitude, but cannot cause me to alter mine nor my statement that the United States cannot fortify the Panama canal without breaking a formal, solemn compact with Great Britain.

"Any statement that Great Britain has ever given consent to the fortification of the canal is incorrect on its face."

General Keifer and Representative Bartholdt leave Cherbourg for New York on board the Kronprinzessin Cecilie, due in New York on September 13.

THE ONE TO PAY.

Mrs. George Cornwallis-West, in a black gown, was one of the most beautiful women present at the recent marriage in London of the prime minister's son and the Hon. Sylvia Charteris, Lord Elcho's daughter.

The presence of this beautiful American woman at this political wedding recalls an anecdote illustrative of her wit in politics.

When she was Lady Randolph Churchill, she consented to electioneer for Mr. Ashmead-Bartlett in his first parliamentary campaign. Mr. Ashmead-Bartlett was married to the Baroness Burdett Coutts, a very

rich woman, who was nearly forty years her senior, Lady Randolph, with her beauty and charm, did splendid work for the candidate.

To a group of farmers she said one day:

"Won't you promise me to vote for Mr. Ashmead-Bartlett?"

"My Lady," said a red-faced farmer with a chuckle, "we'll all vote for him if every vote'll be paid with a kiss."

"Thank you very much," said Lady Randolph, "Your offer is accepted. I'll send for the Baroness Burdett-Coutts at once."

Taft To Urge Ship Subsidy In Message

BEVERLY (Mass.), Sept. 10.—

President Taft will recommend to Congress when it assembles in December the establishment of a strong merchant marine by the enactment of a ship subsidy bill. This recommendation will one of the leading subjects of the President's message.

In the words of the President, "there is no subject to which Congress can better devote its attention."

But for untoward events at the last session of Congress a ship subsidy bill would have been included in the list of things done in the first year of the President's term. He worked for it and brought his influence to bear to have a pending bill put into shape and passed, but the selfishness of certain interests and efforts of unprincipled politicians to turn a public demand to their own advantage caused the President to call a halt on the ship subsidy legislation.

At the session of Congress which meets next December the President will make another effort to have a carefully prepared bill drawn and put through Congress. The chapter of his message dealing with the subject has practically been prepared already. It can be said on authority that he will help in every way possible to insure success for the measure.

President Taft's idea is that the ship subsidy should be tried first in an experimental way. He does not believe that it would be a wise policy to enter at once upon a wholesale distribution of subsidies. From a long and earnest study of the question he thinks that they should proceed gradually, with an idea of building up our merchant marine and our foreign trade at the same time. The latter can eventually be made to pay all the cost of the former several times over.

The President has his mind on the opening of the Panama Canal, on the awakening of China, on the trade possibilities of South America, on the tremendous commercial activity of the Empire of Japan. With these before him, he would proceed gradually and by turning over the six or

eight millions of dollars profits from the foreign mails to the use of fostering the merchant marine, he would begin in a small way and "closely study them."

"The amplification of that amount," said the President, in a plea for ship subsidy heretofore made, "would be quite sufficient to put on a satisfactory basis two or three Oriental lines and several lines from the East to South America."

"Of course, we are familiar with the argument that it would be contributing to private companies out of the treasury of the United States, but we are thus contributing in various ways on similar principles in effect by our protective tariff law, our river and harbor bills and by our reclamation service. We are not putting money into the pockets of ship owners, but we are giving them money with which they can compete for a reasonable profit only with the merchant marine of the world."

"The Panama Canal will be completed on or before January 1, 1915, and with its completion trade between the eastern and western coasts of this country will be revolutionized," says Mr. Taft. "The carriage of heavy bulk merchandise between the Pacific and the Atlantic coast is almost certain to be by water. This will reduce the transcontinental business to the carriage of the more valuable classes of merchandise, which can profitably pay a higher rate of transportation. More than this, it will change the avenues of international trade and will bring the eastern coast of North America closely in touch with the western coast of South America and will greatly facilitate the direct transportation from the west coast of America to European points."

"China is waking up. She is approaching a period of development that cannot but help her trade and augment her importance as a customer and a trader with this country while Japan and the other Oriental countries are moving onward with giant steps in the commercial compe-

tion with the world.

"The prophecies that have been made that in the next half century the commercial progress of the world is to be seen more decidedly in the Pacific than anywhere else are certainly well founded, and it behooves us Americans interested in pushing our trade in every quarter of the globe to take steps to repair a condition that exists in respect to our merchant marine, that is humiliating to our national pride."

Other nations, the President points out, are expending now upwards of \$25,000,000 annually by way of subsidies, and this, in the view of the President, offers a way by which, on account of competition, the American merchant ship is driven out of business because of the utter impossibility of bidding against foreign competitors.

It is to be understood that these are the President's own views of this highly important question. He does not tire of pointing out the peril that lies to American trade in the growing power for commercial purposes of Japan; and Japan, he declares, is one of the most active and generous of countries in giving subsidies to its merchant marine.

CONSUMPTION TRACED BY X-RAYS

Interesting details are given this week of the method by which the Roentgen rays are being employed at Guy's Hospital for the detection of tuberculosis in its earliest stages, says a recent dispatch from London. So accurate have been the results obtained that a careful X-ray examination of the chest is now a routine treatment for all new lung cases, the symptoms of which give the slightest difficulty to the examining physicians.

In the receiving wards the patient takes his place on a bicycle seat fixed on a pedestal. Close to his back, in a large, black box, which can be raised or lowered, or swung to one side or the other by a delicate system of balancing weights, is the X-ray tube.

All but a small area of its luminous surface is protected by lead. There are glass spectacles to protect the examiner's eyes, and he pulls over

his hands a large pair of lead-impregnated gloves, and wheels into position between himself and the patient a thick lead screen, four feet in height.

With a movement of his foot he touches a button and the room is in absolute darkness. Then he waits ten minutes until his eyes get used to the darkness, for experience has taught him that after the eyes become thoroughly accustomed to the absence of white light the sensibility of the retina to the light of the fluorescent X-rays on the screen is increased from 50 to 2000 times.

With another touch of his foot he turns on the X-ray current and the bones and tissues of the patient's chest are visible on the screen. The upper parts of the lungs—point most likely to be attacked first by tuberculosis—are then carefully studied. The patient is told to empty his lungs of air by slowly exhaling his breath. Then, as he slowly takes a deep in-breath, the lung tissue becomes more pervious to the rays, and the whole surface brightens in color.

The failure of any portion to brighten with the rest of the tissues shows some abnormality and strongly suggests a deficient air entry to that part—one of the earliest signs of consumption.

"While we do not claim that the X-rays do away with all need for the physician's ordinary means of detecting consumption," said the physician in charge of the department, "we have learned from the thousands of cases we have examined in this way that the X-rays never fail to point out the diseased area, if it cannot be demonstrated by older clinical methods. More than this, in many cases where the disease can only be suspected by the older methods of diagnosis, we have been able to show undoubted proofs of an abnormal and therefore of a diseased part in the lungs."

PHYSICIANS ARE NATURALLY PREJUDICED against proprietary or advertised medicines, as the sale of these remedies decrease their incomes.

However this may be, the general public is benefitted by the use of such standard medicines as Lydia E. Pinkham's Vegetable Compound, with its wonderful record of thousands of cures among suffering women. We are very glad to say, however, that there are hundreds of honest physicians in the United States who do not hesitate to recommend such medicines.